

## Approved Equals and Clarifications

### **Page 5 Item #1.2 Types of Narrow Body Vehicles**

#### **Page 15 Scope Of Work Line Item #1**

These two sections contradict one another when it comes to the capacity. The first line on page 5, Item 1.2 asks for a High Roof, 148" Wheelbase, 13 Passenger w/Aftermarket Bus Door. Page 15 then asks for a 14 passenger.

[Passenger capacity should be 14 passengers.](#)

We would like to request clarification on the overall length of the vehicle. On page 5, it details out 22' on two of the descriptions. On page 18, it details out a wheelbase of 264". The published length of a Ford Transit is 263.9" (21' 11.9") and this is significant because any vehicle under 22' in length does not need to comply with ADA Requirements. One of those requirements for example is that all buses over 22' in length must have two wheelchair positions (they cannot have one wheelchair. Meeting ADA Requirements may not be possible in a Ford Transit.

We would respectfully ask / suggest that this specification be changed to say "not more than 263.9" to avoid confusion and provide clarification.

[The description section and specification section have been changed to say not more than 263.9."](#)

This section states that proposals are due 8/30/2023, with the award date being 9/7/2023. Unfortunately, the award will not happen in time to order a 2023 Model Year Ford Transit Van. Currently, the first date to order a 2024 Model Year Ford Transit is 9/11/2023. This creates a challenge because we may or may not know the pricing for the 2024 Model Year Ford Transits, nor the current GPC levels which have been extremely volatile, by the due date of 8/30/2023.

For these reasons, we would request that the due date be amended to be due on 9/15/2023. That would allow us enough time to get 2024 Model Year Pricing, and GPC so we can bid accurately and competitively.

[The RFP will be amended with due date of 9/15/2023](#)

### **Page 18 Item #3.1.19 Driver's Shield**

Please clarify what is meant by "For Vehicles With Modified Interiors"?

[Modified interior meaning- a vehicle that has the interior changed.](#)

We need to know the State's definition, specifically so that we know if we are expected to provide a driver's shield. We currently do not provide this because the location that is referenced would interfere with airbags in the Ford Transit Van. The driver's shield is typically seen in a cutaway bus but is not seen in Ford Transit Van upfits.

We would request that the driver's shield option be specified a little further to exclude vehicles that are Ford Transit Vans that are upfitted (versus a Ford Transit or Ford E-350 Cutaway Chassis Bus).

We would also request clarification as to what vehicles the State considers to be "vehicles with modified interiors". Specifically, if a Ford Transit Van that is being upfitted would be considered as such. The interiors are modified, but not to the extent in which they are modified in a body-on-chassis application such as a Ford Transit Cutaway or a Ford E-350 Narrow Body Cutaway application.

Driver's shield has been removed from required specifications, the driver shield will be an option for transit agencies.

#### **Page 23 Item #3.1.38 Mirrors**

There is not room to install a secondary mirror in our driver's area. The van currently comes with the OEM rearview mirror with dimensions of 4" x 8". The requested mirror is also something typically seen in a cutaway bus, but not seen in a Ford Transit van upfit.

We would request that the mirror option be specified a little further to exclude vehicles that are Ford Transit Vans that are upfitted (versus a Ford Transit or Ford E-350 Cutaway Chassis Bus).

The passenger viewing mirror has been removed from the specifications.

#### **Optional Equipment Item #13 Add: Shift N Step (Side Entry Vehicle)**

The Shift N Step is already included in the conversions for #6 and #7, and cannot be added to any of the other conversions. We would request that this option be removed entirely as there isn't another floorplan in which you could really have it as an option.

Shift and step have been removed from the options.

Pg. 18, 3.1.17: Dimensions: Exterior overall length: 148" Wheelbase: 264"

Question: I believe that this is referring to the non-extended 148" wheelbase van. The exterior length of the 148" wheelbase non-extended van (long 148" SRW) is 235.5". Please approve the 235.5" overall exterior length for 148" wheelbase. This vehicle meets all other requirements in 3.1.17.

The overall length has been changed to read not more than 263.9."

Pg. 24, 3.1.40: Mobility Lift: The lift will be a Braun 1,000-pound lift or approved equal.

Question: Braun does not offer a 1,000-pound lift for side entry applications. Please approve the Braun Century 800-pound lift for these categories, High Roof, 148" Wheelbase, 7 + 1 w/ sliding door and shift and step, 22 feet long, High Roof, 148" Wheelbase, 5 + 2 w/ sliding door and shift and step, 22 feet long and the High Roof, 148" Wheelbase, 4 + 2, DRW, Aftermarket Bus Door, Rear curbside lift.

SDDOT approves the 800-pound lift.

Pg. 32, 3.1.67: Alternate Items; Optional Equipment: 37. Add: Bike rack.

Question: Is the State asking for a one bike capacity or two bike capacity?

The alternate Item changed to say One bike capacity.

Pg 21, 3.1.29: Manufacturer is required to provide batch-testing results upon request on each production run of the flooring product used on this procurement to ensure compliance to the specification. This includes providing written documentation that a PTV pendulum test-rating equal to or greater than 36 is achieved.

Question: This specification is written around a specific manufacturer, Altro Floor. Gerflor manufacturing process and quality system is robust enough this testing is not necessary. PTV pendulum testing is a requirement in England and is not applicable to the US. Gerflor exceeds all slip resistant requirements per ASTM D2047 which is the standard for North America. Please remove PTV pendulum testing is a requirement.

SDDOT has removed the PTV pendulum section from the specifications from section 3.1.30.

Pg 26, 3.1.4.42: Each wheelchair position will have 52" X 30" of clear floor space.

Question: The requirements for ANSI/RESNA WC18 (or SAE J2249) is the four wheelchair anchor points for the tiedown restraints must be at a minimum of 48" X 27" with a clear floor space of 52" X 30". Is this the specification SDDOT is requiring for section 3.1.4.42? Please see attachment #1

Yes, that is the specification SDDOT is requiring.

Oil pressure gauge and voltmeter are being requested. The Transit does not have an oil pressure gauge or voltmeter. The Transit uses a warning light system to alert the driver of low oil pressure or low voltage.

SDDOT approves the warning light system.

What does "for vehicles with modified interiors" mean? If we start with a Transit Passenger Van and we don't change the interior, we don't have to provide a driver's shield, right? A picture of our driver's shield is below. If a driver shield is required, would they approve/accept this?

You are correct if the interior has not been changed, you do not have to provide a driver's shield. Driver's shield was changed in the procurement, it is no longer a required specification, it is only an option for transit agencies.



SDDOT will approve Davey Coach's driver shield.

Are you requiring a ceiling egress hatch for all transits on this bid?

SDDOT is requiring a ceiling egress hatch for all vehicles with modified interiors.

Request for approved equal- Will they accept Altro Transfloor Meta flooring, 2.2 mm thick, as an equal to the Gerfloor Tarabus 2.2mm?

SDDOT approves Altro Transfloor Meta flooring.

Voltmeter is a warning light. Please approve.

SDDOT approves voltmeter as a warning light.

Clarification: Q'Straint 360s, which "may include one tension knob". Q'Straint 360's have two tensioning knobs, just FYI.

SDDOT revised RFP to read 2 tension knobs.

Radio - they ask for 12" aftermarket screen. This needs to be clarified and written down to the base radio package- This is a Ford option.

The radio section has been revised to read: Radios must meet OEM radio package.